

CANADA'S CANAL PROJECT

Prospects of Georgian Bay Ship Waterway Set Forth in "Canada."
Would Cost \$105,000,000, But Would Capture All Western Grain Business.

When the Canadian parliament re-assembles in November next, one of the most important problems it will have to consider is as to whether the Dominion shall undertake the construction of the Montreal, Ottawa and Lake Huron canal, which, if it is built, will cut four hundred miles off the present route from Montreal to Port Arthur and Fort William, the grain "going" ports at the west end of the Great Lakes system. A report will be presented to the house of a government survey which has been in progress for three years ago to ascertain the feasibility and the probable cost of this work. The salient facts established by the engineers are these: that there are no insuperable physical obstacles to the work in question, that the construction of a channel of twenty-one feet deep from Montreal to Georgian Bay is feasible, and that the distance from Lake Superior to Lake Huron thereby is four hundred miles less than by existing routes. The cost is estimated at \$105,000,000. It is claimed by the champions of this canal project that it would reduce the cost of carriage of grain to Montreal by five and a half cents. Sir Wilfrid Laurier, the Canadian premier, is a strong believer in the enterprise, and Mr. James J. Hill, the greatest authority on transportation matters in the United States, has stated that the Georgian Bay canal would capture the trade of the American Northwest as far south as Kansas City. The report of the engineers on their survey has focused public attention strongly on this matter. The canal would be so large that nothing will be done without full consideration of all the issues involved, particularly on account of the heavy expenditures that the Dominion is now making for the opening of a second transcontinental railway route across Canada. When this latter has been completed, however, it is quite possible that the next important work to be undertaken for the cheapening of Canadian transportation will be this canal.

A glance at any of the published maps will show the geographical position of the waterway, and the attraction it offers, not only to Canada, but to the United States Northwest; among others, the fact that the northern route is cooler, and therefore there is less danger of heating in transit, which difficulty prevails on the southern routes. In the latter case a guarantee is required of the quality of the grain after the first of April. It will not only afford facilities for the grain trade, but also for the carriage of meat in refrigerator ships to any port in the world.

A comparison of distances from upper lake ports is given—
Miles.
From Chicago to New York, lake and rail, via Buffalo, 1,389.
From Chicago to Montreal, lake and rail, via Canadian routes, 903.
From Chicago to Montreal, via Georgian Bay route, 906.
From Port Arthur to Montreal, via Georgian Bay route, 882.
From Port Arthur to Montreal, via St. Lawrence, 1,296.
From Duluth to Montreal, 997.
Advantage in favor of the proposed waterway, Fort William to Montreal, 414 miles to Liverpool, as against the Buffalo route, 1,195 miles.
The saving in distance from Winnipeg to Montreal, all rail, is 1,300 miles via Fort William, and the Georgian Bay route, 1,290.

It will be seen that Montreal would be nearer Duluth than Buffalo is, and Chicago and Buffalo, and Chicago and Montreal equidistant.

In the matter of rates, it is apparent that the short line mileage afforded by the route would enable it not only to compete but to control the rates from the territory above mentioned in the United States, and materially reduce the rates on grain from the Canadian Northwest.

Very little of the grain of the Northwest finds its way to the seaboard all rail. In no year has it exceeded two million bushels. At present the bulk of it is taken to Port Arthur, Port Arthur and Duluth, thence by water to ports on the Georgian Bay, to Buffalo, and rail from there to the seaboard. A certain quantity has, especially during the past few years, owing partly to the congestion at lower lake ports, gone by the all-water route via the Welland and St. Lawrence canals to Montreal, which, however, necessitated a transfer en route at Port O'Brien or Kingston, and more or less shrinkage and extra charge for elevation, all of which added to the cost of transportation.

Existing routes to Montreal, all-water or lake and rail, are practically controlled by the rates that prevail via Buffalo. The rates from Duluth to New York via Buffalo is 67 1/2 cents per bushel. Allowing for the same rate per mile by the Georgian Bay route, with the addition for delays, etc., the cost from Duluth to Montreal would be 2 1/2 cents per bushel. That is, the latter route provides for putting the grain on board vessel at the seaboard for 4 1/2 cents per bushel less than by Buffalo.

The time of a steamer in transit from Port Arthur to Montreal via the Ottawa route should not exceed five days, equal to average time on cargoes via the shortest lake and rail route. The saving in transportation and elevator charges by this route will go largely to pay the cost of transportation proper, and, with control of terminals, including elevators at lake ports and the seaboard, the rate will, no doubt, be lower than quoted.

The tonnage of vessels and trade on the upper lakes is largely in the hands of the United States steamship owners. This applies as well to Canadian Lake ports, and will continue so long as steamers with a capacity of from 8,000 to 12,000 tons can be used, as compared with the necessarily much smaller vessels of Canadian built. The working expenses of the large steamer are very little more than a vessel of a quarter or half its size. Therefore, not only will

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A. B. ORMSBY, LIMITED
STRAHAN HOUSE, HANOVER.



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The personal recommendations of people who have been cured of coughs and colds by Chamberlain's Cough Remedy have done more than all else to make it a staple article of trade and commerce over a large part of the civilized world.



Type B.

Of the seven distinct types of Semi-ready Tailoring Type B has the largest sale, for it is the type of the Average Man.

MR. O. J. PETERS

Secretary of the 1st Foundry Co.

To few men are afforded the privilege of seeing the work under their hands develop from a bare ingenuity to one of the largest manufacturing concerns in the country. In his capacity as Secretary and Financial Manager of the Record Foundry and Machine Co., of Montreal, N.B., and Montreal, P.Q., Mr. O. J. Peters has had the opportunity of watching this company's development from a small concern, employing a few hundred men and doing business only in its own locality, to an industry with a branch manufacturing plant in Montreal, and doing business clear across the continent.

The Record Foundry and Machine Co. manufactures all different styles and sizes of the "Penn Engine" range, also, as well as the "Coleridge" and "Admiral" Smokes.

CALCIUM CARBIDE

The brilliancy of your light depends almost entirely upon the quality of the acetylene generated.

The best light can only be obtained by using Calcium Carbide with this trade-mark [B] in red.

SHAWINIGAN CARBIDE CO. MONTREAL.

Bulletin Ads Bring Results

Where one can get the Real Semi-ready

Type B.

Of the seven distinct types of Semi-ready Tailoring Type B has the largest sale, for it is the type of the Average Man.

Type B is subdivided into five variations:

- Normal.
- High Shouldered.
- Over Eased.
- Round Shouldered.
- Sloping Shouldered.

No man, matters it not what be his height, girth, shape or figure, but may get a perfectly fitting garment from out the Semi-ready wardrobes.

Semi-ready Tailoring appeals to every man but he who is vexed with improvements. It is the improved and modern method of selecting dress of the correct address. Finished-to-measure in two hours, the wearer of Semi-ready clothing can always forgo its suitability to his individual expression.

Only the millionaire can afford to waste money buying cheaper suits than Semi-ready; and there is no gain to the man who pays more. Clasp suits are too expensive for any but the rich.

Semi-ready Business Suits, Sacks and Herring Cost styles, in fine English, wools and tweeds, at \$10 and \$20.

Semi-ready Frock Suits of the Cheviot and Vesta cloth, with and without silk lined, at \$25, \$30 and \$35.

The Spirit of Success.

Semi-ready Tailoring

Where to get it:

KELLY & MOORE, Sole Agents.

OSAWA GALVANIZED STEEL SHINGLES

The cheapest roofing of shingles in the world. They do shingle in 1/2 the cost of "Oshawa." Good for a century's weather wear. Guaranteed for 25 years without any repainting. "Oshawa" double-galvanized shingles need no paint to resist any roofing there is. Made of Fireproof steel, — guaranteed in every way you want. Cheap in first cost as common wood shingles, yet more durable than slate. Sold under a written guarantee that really means something to the buyer.

You can't afford any other kind.

With a hammer, Easy to install, and here put on any roof. Right with "Oshawa" Galvanized Steel Shingles. Made in only one grade — of 24-gauge semi-bonded sheet steel in the patented "Oshawa" way.

More than 100 farm buildings were proof, damaged by lightning last year by lightning. Not one of them would have been injured if they'd been "Oshawa" roofed. These shingles insulate a building — make it almost every lightning rod as well as they will. It will cost you to roof the "Oshawa" way.

Get our free book "Right Way" before you begin.

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SUNSHINE FURNACE



EASY MATTER TO REMOVE GRATES

If necessity requires, it is an easy matter to remove the grates from the Sunshine.

Just loosen the cotter pin (see the top arrow pointing at it) and the grates on the right can be lifted out. Repeat the operation on the left, and you can do the same with the remaining grates.

Could any operation be easier or simpler?

These four grates are made of heavy cast-iron with the strongest kind of bull dog teeth. Heavy and strong enough to grind up the biggest clinker into particles small enough to sift through the narrow openings between the teeth.

What's left in the ash-pan is not worth sifting.

If your local dealer does not handle the "Sunshine," write direct to us for FREE BOOKLET.

McClary's

For Sale by A. Lee & Son, Edmonton.

Edmonton, Montreal, Winnipeg, Vancouver, St. John, N.B.

Operating Private Freight Cars.

Mooney private cars bring these dainty biscuits to all points throughout the Northwest.

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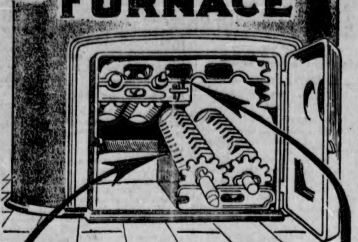
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Base Ball

Free--LADIES DAY--Free
Edmonton vs. Calgary

TO-DAY

Game Called at 7.00 P. M.

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is the new and better shaving stick.

Yields an abundant lather almost instantaneously. The Witch Hazel in it makes the skin feel smooth and velvety.

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Mrs. George Franklin will sing
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 The Serenade.
 DONT FORGET DAILY MAT.
 INEE 3 TO 5 P.M.

One bay mare, six years old, weight 1,675 lbs.
One bay mare, nine years old, weight 1,260 lbs.
One black mare, six years old, weight 1,200 lbs.
One warm blooded gelding, rising five years, weight 2,100 lbs.
One warm blooded mare, six years, weight 1,500 lbs.
One brown saddle horse, six years, weight 1,100 lbs.
Three yearling horse colts.
One Norman grade stallion, four years, weight 1,500 lbs.

These horses are all good stock, and any person looking for good horses will do well to attend this sale.

Castle.

To-Night
Japs! Japs! Japs!

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MERRIMAN SISTERS
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ADMISSION
Adults 25c Children 10c
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months credit will be given.
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DOMESTIC COAL
 Prompt Delivery or Shipments.
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EDMONTON AND STRATHCONA CRACKING AN ANTE OF 500 A MONTH

This Is the Average for Twin Cities During Last Two Years.—During Last 10 Months Increase Has Been Much Larger—Both Cities Feeling Pinch of Lack of Houses—Incomers Shifting for Themselves

The twin cities of Edmonton and Strathcona are at present growing at a far more rapid rate than at any previous time in their history. Each in this year the record of incoming settlers has increased and the influx of newcomers from recent indications promises to assume even greater proportions.

A conservative estimate based on the income tax, both on the Canadian Pacific and the Strathcona station in this city, indicates that the combined population of the two cities has been increasing during the past two years at the average rate of more than 500 persons a month. That the monthly increase for the first eight or ten months has been much larger than that figure will be apparent to all from the fact that both cities have grown more rapidly in the latter period than they previously did.

It is estimated that the population of Edmonton at the present time in the neighborhood of 17,000, while that of Strathcona is close to 5,000. In September, 1919, Edmonton was set down at about 8,000 and Strathcona at 1,500 persons.

People are flocking to the twin cities of the Saskatchewan from all points of the compass, even from the Antipodes. The magnitude of the immigration has not yet had been grasped, except by those who are regular speculators. At the arrival of the C. N. R. and C. P. R. trains that pour their freight of human souls into their new homes.

Homes Needed.

A thorough analysis of conditions explains the enormous enhancement of realty value, and emphasizes the necessity for providing new dwellings and apartment houses. Parts of the city, if the new arrivals are to be provided with the necessities of life, is said now in progress are not common. The growth of the population. Unless the housing problem is given a grave one, it will be a disaster to Edmonton and Strathcona, if they have not already lost, will lose many of the strangers who are only anxious to make this part of Alberta their abiding place.

On every side are heard comments of the inability of newcomers to secure any kind of a dwelling place of other people compelled to engage apartments in shanties, tenements, and again of others, less successful, abandoning the quest in despair and removing to other points.

A survey of the baggage stored in the sheds of the transfer companies furnishes a reminder that the cities have seemingly "batteries of money" that they can "cheat," and are suffering

from a form of indigestion indicative of an excessive strain on their youthful vitality.

Allowing for the arrivals by the Canadian Northern Railway, the percentage of newcomers is the same.

Capitalists Can Solve Problem.

The solution of the problem after all rests with local capitalists, building contractors, as well as that class of the newcomers that has the means either to buy or build homes. Unfortunately, however, the major portion of those leaving here are bachelors or young married artisans and mechanics, good citizens, but not over endowed with wealth. A large type of desirables needed to build up a material advancement in a province where individual effort is certain of a reward.

The big influx of people hails here from the East over the Canadian Pacific Railway. This is obvious from the composition of the daily arrivals by the other line of communication. The C. P. R. highway at present forms the great artery feeding Northern Alberta with youth and energy, while many months the C. N. R. will bring equally as many, if not more to Edmonton, by reason of the fact that the connection is more direct.

Big Increase.

Increasing passenger traffic at the C. P. R. depot, according to the figures reported by well-informed officials, is easily 50 per cent. in excess of the movement at the same time last year, and last year itself witnessed a marvelous expansion over the rate of travel in 1919. Itself a year of growth and expansion for the northern cities.

For months past the incoming train on the C. P. R. from the south, has been carrying an average of at least forty or fifty passen- gers, while the incoming train, which brings a large number more. On- ly this class of travel is not as- set, that allowing for tourist and local traffic, 50 per cent. of the arrivals are prospective citizens. This is also borne out by the statements of the baggage handlers at the transfer companies which handle the baggage of the new arrivals. As a matter of fact, the incoming tourist travel by the C. P. R. does not assume anything like the movement of a similar character headed away from these cities.

Of these large numbers must be added an average of 30 or forty daily on the C. N. R. and C. P. R. depot an average of fifty or sixty pieces of incoming baggage, principally trunk and boxes, are handled daily. Of this the bulk is delivered to private dwellings. Experience has taught the baggage men that the class of baggage, sent to the hotels consist-

ing of grips, valises and suitcases.

It is no uncommon thing for the C. P. R. to bring in one hundred passen- gers daily on the two trains. The type of people arriving, their in- quiry and the destination of their baggage all indicate that they have come to Edmonton or Strathcona to locate.

The great majority of newcomers for months past are from England. There have been also many Scotch families, but fewer of Irish nationality. These people comprise many mechanics. They are at excellent type.

Again it is surprising the number of French and German immi- grants who are coming here direct from their European homes. Edmon- ton and Strathcona have lately ap- parently has spread abroad. There is also a big movement here from the eastern provinces, principally of young men representing both the edu- cated and the uneducated classes. A matter of fact, few people outside of an occasional wealthy investor, come here from the more eastern provin- ces, at this season of the year.

However, these regions do not con- tribute their quota to our popula- tion until the fall months, after the end of harvesting. There will be a big influx from there after Octo- ber 1st.

House Female Evident.

Said an immigration official the other day: "We have tangible evidence at the depot of our house female now ex- tending in our cities. Scores of re- sulting in the same complaint of every and fruitless round-trip. Real estate offices in search of dwell- ings and families. They are paid to get a place to lay their heads. Much inconvenience has re- sulted from these unfortunate cases. I could cite many instances of divorcees returning here com- plaining of their husbands and their- selves. They have been to subvert two rooms in a private dwelling for the accommodation of their families, often resulting in a divorce. These I have heard of others who were content to be allowed to sleep in barns and sheds in the rear of their residences. In hundreds of instances four or five families are occupying the same dwelling."

People the buildings now being erected in the outlying districts of Edmonton and Strathcona, for the accommodation of the incoming tourist continues. For the sum- mer months families that seek in- creased accommodation seek tent- land in the colder weather there will undoubtedly be an even greater de- mand for dwellings than at present.

agreement with the State of Mani- toba regarding consolidation was, he stated, and Maine road also, by the Canadian Northern Railway, and, in his published opinion of the attitude of the railroad towards the people. The future depends largely upon the course of money and the "drop" in the market. Some quarters being likely to be fol- lowed by better prices for securities and vice versa.

HENRY CLEWS.



BLACK AND WHITE
SCOTCH

Alone has the quality and flavor which satisfy the connoisseur. Matured in sherry casks.

JAMES BUCHANAN & CO.

Dulilly
MULLEN, SPEY, S.D., Scotland

D. O. ROBLIN, TORONTO
Sole Canadian Agent

House Female Evident.



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THE STRINGENCY IS WORLDWIDE

Supply of Capital is Exhausted
Other Conditions
Favorable

New York, July 5.—A better tone has developed in the stock market. This was partly due to improvement in the crop situation, partly to the apparent thoroughness of the legislation, partly to the beneficial effect of Governor Hughes' recent address on tax-cut and law legislation, and partly to a growing better understanding between the railroads and the public. The only serious obstacle to further improvement has been the unsatisfactory condition of the money market. This is still the dominant element in the financial situation.

Monetary stringency is world-wide. It is not confined to New York, but prevails in all the world's principal financial centres. It is primarily due to the exhaustion of the supply of capital through wars, currency depreciations, and especially to extraordinary industrial activity and development in all parts of the world. The high rates of interest which have followed in consequence of the scarcity of capital are imposing a check upon all sorts of business activities, and have already forced a very material decline in security values. There is considerable sur- stance, however, in the fact that the causes of reaction in securities have been general and not strictly local, although our own financial depression, which began six months ago, has no doubt much aggravated by local influences. Apart from the temporary disturbance incidental to July disbursements, the American money markets are certainly in an unsatis- factory condition. Bank reserves are unacceptably low in this period of the year, and loans are much ex- panded, particularly in the west, as shown by the fact that the rate of discount has been raised by the national banks.

Outside of the money market there is reason for increased confidence. Security values are often very low when the earning capacities of rail- roads are considered. If present rates of dividends are maintained, many of our leading railroad shares would be considered prime invest- ments at current prices, were it not for the recent disturbance of con- fidence and the relatively high rates of interest offered by many good bonds and short-term notes. Confidence, however, is being gradually restored,

and should interest rates for time money decline, there would unquestionably be a substantial recovery in security values. Railroad earnings, gross and net, are more satis- factory than for several months past.

In April 29 roads reported gross \$14,000,000, a gain of \$2,000,000 over the month last year. Net earnings were \$12,000,000, a gain of \$1,000,000 over the month last year. The encouraging feature of the April comparisons was the increase in net earnings, the first in several months. The same road in the first four months of the calendar year reported an increase of \$5,000,000 in gross earnings, and a net gain of \$3,000,000 over the same period last year.

The last basis, however, for re- vival of confidence at present lies in the crop situation. We have now had more than two weeks of almost ideal growing weather. There has been no lack of moisture in most of the crop growing sections, and, con- sidered to plenty of sunshine and higher temperatures, great condition has fol- lowed in the condition of wheat, corn, and all other cereals, vegetable and fruit crops. Fortunately, there is a good demand for all the products of the farm at profitable prices. Our farmers are still enjoy- ing unusual prosperity, are out- going, and spending freely. While this will be helpful to security mar- ket, it is of vastly more importance to the general business interests of the country which closely depend up- on the prosperity of the agricultural classes. With average weather un- til the middle of September, there is no lack of plenty of corn, cotton and wheat for home consumption and an abundance for export at good prices. Here and there are signs of increased activity in business, and the feeling of caution is very prevalent owing to the high level on which all business is being done, but as yet there are no signs of general reaction, and outlook is for a quiet market until after the independence holi- days. There are many prominent absenteeists, and this contributes to in- activity. Should we continue free of financial developments, confidence ought to gradually recover. As and above, there is much less reason for concern on the part of corporation man- agers than formerly, owing to the re- sistance against public claims by Governor Hughes and his determina- tion that the corporation shall receive justice equally with the individual.

The importance of the Governor's attitude in this respect shall not be under-estimated, as many states are sure to follow New York as an ex- ample. There are also welcome evi- dences that the people and railroad managers are coming to a better understanding with each other. This was evidenced by President Mellon, of the New Haven Line, in his at-

tempt with the State of Mani- toba regarding consolidation was, he stated, and Maine road also, by the Canadian Northern Railway, and, in his published opinion of the attitude of the railroad towards the people. The future depends largely upon the course of money and the "drop" in the market. Some quarters being likely to be fol- lowed by better prices for securities and vice versa.

HENRY CLEWS.

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The Mineral Springs Limited, Toronto

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See the new machine.
RUBBER-ROCK
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Hear the new Electric Piano—a
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"QUEEN'S HEAD"

GALVANIZED IRON

Works better, lies flatter,

lasts longer than others.

Every sheet guaranteed.

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ROYAL CROWN SOAP

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RESUME OF EVIDENCE BEFORE COAL COMMISSION

Both Miners and Operators Agree on Excluding Boys From Mines Under 16 Years of Age—Inspector's Report—Scarcity of Timber—Incorporation of Unions

"Boys under sixteen years of age should not be employed in a coal mine," that declaration was made by both operators and miners before the coal commission. It is to be expected that growth and development was rapidly taking place and the employment of fresh air and sunlight. Employment underground, prior to that age would result in stunted growth and physical weakness. It was clear, however, that very few under the age of sixteen worked in the mines of Alberta, but as the regulations permitted it, it was urged most strenuously that the limit should be advanced to sixteen years. There is another argument in favor of this age limit and that is that it will enable a boy to secure a good education before he enters upon his work. Some of us may say, "Well, a boy who attends school until he is sixteen will not want to work in a mine. It will not be good enough for him." That sounds very well, too, but you will find the average English-speaking miner of the present day is an intelligent, thoughtful fellow, who has an excellent opinion of his vocation. It is true, probably, that some boys who are educated up to a mine would object to "following in his footsteps," but in the great majority of instances the whole trend of the boys' training is towards employment in the mine. And just here we have on this subject the testimony of the mines it is worth mentioning that two medical men of wide experience in mining camps told the commission that the general health of miners was good, better, in fact, than average than any other class of men.

In British Columbia the mine inspector's report, at least a summary of it, is required to be posted in a conspicuous place so that the miners can read it and become acquainted with conditions in the mine as the inspector found them. In Alberta all the inspectors do at present is make out the report and send it to the department of public works. The men are not given an opportunity of knowing the inspector's opinion of the mine. It seems to be important that the man who has to work in the mine in and day out should be better acquainted with existing conditions as viewed by the inspector employed and paid by the government. For instance, if there is a bad spot in the mine the inspector's report should state it and thus give warning to the men. The report being posted would leave the men in total ignorance of existing dangers. The miners will win their point and have the reports posted in the future.

When the suggestion was offered that men should pass an examination before taking up mine work, objection was offered by some of the operators on the ground that it would be a barrier to the engagement of sufficient labor to operate the mines. At present, they said, it is difficult to secure sufficient labor of any kind in the mines. That was the reason they had to employ so many untrained foreigners and they argued that conditions would be extremely serious if examinations had to be passed before a man could work in a mine. It might mean that skilled labor, for that would be the requirement under the examination stipulations, would be so scarce that coal enough to meet the requirements of the mine could not be produced. The threat was also made that any legislation curtailing the production of the mine would result in an advance in the price of coal to the consumer.

The miners at several points pointed out the scarcity of timber. Timbers are used by miners to protect the roof and sides of the mine and place in a mine and are exceedingly important to the careful conduct of a

With The Farmers

EDMONTON MARKETS.

New hay is beginning to come now in quantity to the city market. The first load of the season was brought in on June 26th. Prices ranged from \$8 to \$15. Rough, \$8 to \$10; washed, \$10 to \$12; timothy, \$12 to \$13; Potatoes, 40 cents; sheep culls, \$8 to \$12; Oats, 30 cents; haw culls, \$8 to \$12 per ton.

Elevator Grain Prices.
No. 1 northern, 65c per bushel.
No. 2 northern, 62c per bushel.
No. 3 northern, 55c per bushel.
Lower grades, 40c to 50c per bushel.
Oats—
No. 2 white, 38c per bushel.
No. 3 white, 35c per bushel.
Barley—
Feed barley, 30c per bushel.
Malting barley, 35c to 40c per bushel.

Live Stock.
Hogs, 6 cents; best, 40c; veal, 5c; mutton, 6 to 12c.

Commission at Manchester.

Manchester July 5.—The members of the Canadian Grain Commission, Messrs. Miller, Gidley, and McKee, with their staff, spent three days, July 2, 3, and 4 at the port of Manchester inspecting the facilities for the handling and disposal of grain at the port and inspecting samples and certificates of Canadian grain shipped through Atlantic ports as well as investigating the complaints and values of grain imports. Manchester holds a unique position among British ports so far as grain is concerned in having a modern elevator built on the American plan with a capacity of 1,200,000 bushels. The foundation is laid for another elevator of similar or greater capacity with conveyor underground to the wharf in the new dock, which is a half mile in length.

CONDITION OF TRADE THIS WEEK

Bradstreet's and Deere Present Brighter Reports as to Increased Business.

New York, July 5.—Bradstreet's to-morrow will say: "Continued favorable weather conditions have made for further crop developments, expansion in retail trade in light summer goods, a notable stimulation of hitherto lagging re-order business." The poor start that the crops have made rapidly have made, however, for great irregularity in the reports from different districts, though there have been a vast improvement, as compared with a month ago. One of the most favorable developments of the week has been the improvement noted in collections in many markets, a sure sign that retail stocks are moving, though the number of cities reporting reduction sales or slow trade is sufficiently large to show that trade in summer trade has not in all cases been satisfactory.

The usual measures of business, such as clearing and failures point to irregular conditions. In futures the number is down to the lowest minimum of the past twenty-five years, but the liabilities are the largest, with our exception for the year past. Increased percentages of assets over liabilities this year point apparently to money market strain, an otherwise untoward concern.

The crop reports are irregular, but late as a whole, and perfect weather is no less a good result. In Canada, continued good weather and steady crop improvement are a stimulus of retail trade, re-order business and bill orders alike, and the feeling throughout Canada is much more optimistic than some time ago. The wheat crop, which was planted three weeks late, is more than ten days behind, and a heavy yield of good quality is possible.

Colored cotton have had advance of 10 to 20 per cent. Many lines of colored goods are totally sold out, and building is active, with material in demand. There will be no anarchy of this year owing to the short crop. Montreal reports are an excellent business in ready-made clothing. These reports are in line with a year ago, and ten import regulations have been passed so that all goods will be tested by the customs authorities. Business is better in all lines at Toronto. Canadian railroads are turning to the United States for increased traffic. The wool clip promises to be a good crop prospect, but collections are a little slow and money is tight, partly because of land speculation. The bank on the Pacific and collections are good. Railroads for the week ended July 4th, against 29 last week and 17 in this week a year ago.

What R. G. Dun Says.
New York, July 5.—R. G. Dun & Co.'s weekly review of trade conditions now will say: Despite the interruptions and mismanagement, despite machinery for repairs, a vast amount of business has been done during the past week, and the outlook is much still brighter. Settled warm weather has relaxed stocks of summer fabrics at many points, which was threatened. Crop news is encouraging on the whole. Millions of dollars of business were satisfactory. Sales of fireworks were estimated at 20 per cent. larger than last year. Railroad earnings in June were 12.9 per cent. larger than last month. The volume of business for this port for last week exceeded the amount of a year ago by \$3,232,747 as to imports, and \$1,870,000 as to exports. Mercantile payments were more numerous, although money rates were very high and money gold was not abundant. The volume of the primary markets for cotton goods were more largely due to the indifference of the manufacturers than to the holiday season or stockholding. Failure this week in the United States was 165, against 133 last year, and in Canada 29 against 12 last year.

To SPOKANE, WASH.

SINGLE FARE for the round trip

Tickets on sale from June 30th, to July 2nd, 1907, for return up to July 15th, 1907

Low Rates to Eastern Points

Get full particulars

R. L. PICKELL, City Ticket Agent

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President of the Record Foundry and Machine Co., of Montreal, P.Q., and Montreal, P.Q.

MR. A. E. PETERS

President of the Record Foundry and Machine Co., of Montreal, P.Q., and Montreal, P.Q.

WANTED
IN EVERY TOWN
ONE reliable man to take orders for custom-made clothes. Union label. Highest compensation. Experience not necessary.
REX TAILORING CO. - Toronto

It is a Million Dollar Industry



Dwyer Sub-division adjoining site of Big Packing Plant is a

Legitimate Sub-division

Let's go out and see what is to be INDUSTRIAL EDMONTON It costs you nothing



EXCURSIONS

Via

Canadian Pacific Ry.

To the following points:

Vancouver, Victoria, Bellingham, Everett, Seattle, Tacoma and Portland

SINGLE FARE for the round trip

Tickets on sale daily from June 20th to July 12th, 1907, inclusive, final return limit SEPTEMBER 15, 1907

STOP OVERTS

allowed in each direction

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Garipey & Lessard

NOT A DAY PASSES

that we do not open NEW SUMMER THINGS FOR LADIES, GENTLEMEN, GIRLS AND BOYS. They come and go in ever changing stream of best things. Every member of the household can be amply provided for here.

Midsummer Goods Arriving Daily

This week we are showing an immense new shipment of LADIES' FASHIONABLE LAWN BLOUSES, MEN'S NOBBY COOL SUMMER WEAR CLOTHING AND CHILDREN'S LINEN AND WASH COSTUMES in great variety.

Visit our bustling store and be convinced that it is economy to deal here. Our motto is:

MERIT, NEWNESS, VARIETY AND LOWEST PRICES.

DO YOUR SHOPPING EARLY AND HELP THE EARLY CLOSING.

Garipey & Lessard

PHONE 96

YOUR OWN GOOD JUDGEMENT



Will tell you that the clothing here is not ordinary, ready-made clothing. It shows the expert tailor's touch, but not his prices. The cloth is thoughtfully chosen, the shoulders are hand-punched, the front of coat faced with hair cloth, the finish is as good throughout as if tailored to your measure. Summer clothing in every style that is the right style for any sized woman.

Visitors to the fair should not fail to visit this ever-popular store and see the wonderful values shown there.

The Crystal Palace Clothing Emporium

ROYAL CROWN

WITCH HAZEL Shaving Stick



A Clean Shave, a Smooth Face,

is the natural result when the new shaving stick has been used. The rich, creamy lather, which does not dry on the face, cuts a marvellous influence on the beard. It softens the whiskers to a degree that makes it an easy and pleasant matter for the razor to remove them.

The Witch Hazel properties in the soap soothe and refresh the skin at no other shaving soap will.

The new and better shaving stick is sold in a neat nickel box, at the price of others.

Made only by THE ROYAL CROWN, Limited, Winnipeg

THE KINDLE SOMERSAULTIC DANCEPORT-BED



"THE GREATEST HOUSEHOLD INVENTION OF THE AGE" — *as Lewis Fern Allen*

WE CARRY A FULL RANGE BLOWEY-HENRY.

AROUND THE CITY

Three drunks appeared before Magistrate Craig this morning and were each fined \$5 and costs. The men paid the fine.

At the office of the Building Inspector this morning a permit was taken out by Malcolm Grant for \$2,000 residence on Jasper avenue west on the Grant estate.

A meeting of all those interested in Bible Society week is called for Sunday afternoon at 4 p.m. in Alberta College. Rev. R. J. Brown, Western Secretary for the Canadian Bible Society, will address the meeting.

The choir of Grace Methodist church has prepared for tomorrow evening service, under the direction of Mr. Howard Stutbury. The male quartet and ladies' chorus will take part.

The Abyssinian named W. Warzone, who was arrested several days ago at the fair grounds on a charge of attempted pick-pocketing, was committed to the police court last night. The complainants not appearing against him.

REMANDED TILL MONDAY.

At the police court this afternoon Frank Mikota was arraigned before Magistrate Wade on a charge of attempting to kill Charles Senner and was remanded until Monday.

Senner, continuing to improve, and it is expected will be out again in a few days. He is held in the cell at the police court not having reached his trial yet.

EVIDENCE IN RUSSIAN CASE.

In Magistrate Wade's court this evening Edward Craig, one of the charges with resisting City Detective Griffin in the arrest last Saturday night of Emil Steinko, came up for hearing.

Craig, Prosecutor Cogswell was prosecuting and O. M. Bigner appeared for the defendant.

The city detective told of having gone to the house of Steinko about 11:20 Saturday night with a warrant for the arrest of Emil Steinko and several times for the man for whom he had the warrant and at last found him in a room down the hall in the rear of the house.

He said that Steinko refused to go and that he and the detective returned to the room, followed by the man. Steinko, who spoke something in German to the man under arrest, with the result that Steinko refused to go and that he and the detective returned to the room, followed by the man.

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PERSONAL.

R. M. Harding, of Ponoka, is at the Grand Hotel, Edmonton, on a visit to the city.

W. H. Switzer, of Vermilion, is at the Grand Hotel, Edmonton, on a visit to the city.

J. Thomson, of Humboldt, Sask., is at the Grand Hotel, Edmonton, on a visit to the city.

C. Ross Casselman, of Bowden, Saskatchewan, registered at the Albert Hotel, Edmonton, on a visit to the city.

Mr. and Mrs. W. Little are leaving on today's C.P.R. for a two months' trip to Vancouver.

Geo. Graham, T. Long and O. Long, of High River, registered at the Albert Hotel, Edmonton, on a visit to the city.

M. J. Henderson, of Chilliwack, B.C., arrived from the west on Friday and is a guest at the Pendennis.

G. H. Landanier and H. N. Snell of the Alberta on Friday.

Mr. Fred Davidson, of Yorkton, is the guest of J. and P. T. Butchart, 641 Fifth street, this week.

A. E. Wally, postmaster and general merchant of Watrous, B.C., is spending a few days in Edmonton.

T. Bannerman, of the Dominion Lands office staff, Red Deer, is in the city today at the King Edward.

P. R. A. Belanger, D.S., Ottawa, arrived in Edmonton on Friday, and is stopping with his son at the Cecil.

D. C. Connell and M. A. Seltzer, of Calgary, arrived from the south yesterday, and are stopping at the Auditor.

Mr. and Mrs. S. McVicar, of Frank, Alta., are visiting Edmonton friends this week, and are stopping at the Cecil.

W. G. Doble, of Lloydminster, and Thea G. Clarke, of Vegreville, arrived in the city yesterday, and are guests at the Cecil.

Mr. and Mrs. G. A. Lohme are returning from their honeymoon trip to the coast, and are stopping at the Cecil at present.

Mr. and Mrs. J. D. Mair arrived in Edmonton on Friday from their wedding trip to Banff, and are stopping at the Cecil.

Roy A. Cook, manager for the Albia, Chalmers-Bullock Co., Nelson, B.C., is spending a few days in Edmonton.

R. McNeill, court stenographer, returned from Nelson on Friday, where he had been attending the assizes.

Mr. and Mrs. C. W. Maynard, of Canyon, B.C., were guests at the Cecil on Friday, and are stopping at the Cecil.

Mr. and Mrs. J. E. Sinclair, of Seattle, are in Edmonton today. They are visiting in Alberta, and are investigating prospects in the Edmonton section.

Col. A. C. Macdonald, of Winnipeg, is in the city today. He was in Alberta on Friday, making an official inspection of the French camp.

M. R., which is in camp at that place.

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Clearing Sale Still On

Save your money by coming direct to this store with all your needs. Special Bargains Saturday and Monday and all next week. Don't Miss Them.

WE MENTION JUST A FEW

A Travellers Sample Lot of Linen and Cotton Towels, from 10c. to 55c. per pair.

Nottingham Lace Curtains, 2 1/2 yards long, 35c. a pair.

Tapestry Cushion Covers, sale price 25c. each. Cushion Cords, all colors, sale price 25c. each.

10 per cent. discount on all Colored Dress Muslins.

10 per cent. discount on all Children's Straw and Linen Hats.

10 per cent. discount on all Ladies' White Linen and Muslin Embroidered Blouse and Dress Lengths.

10 per cent. discount on all Ladies' Colored Leather Belts.

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Call and get our estimates for Tinsmithing, Gutting, etc. We make a specialty of this work, and also of repairs.

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SPROULE TRIPPED UP BY HIMSELF

Lapsus Linguae of Orange Leader in Address in Carman, Man.

Carman, Man., July 5.—Dr. Sproule, H.G.M.T. Dr. Sproule, U.M., visited the L.C.L. here last night, and afterwards addressed a public meeting. Dr. Sproule discussed at length the rights of the new provinces to land and taxation, which, he said, were held up by the Ottawa government at the expense of 40,000 clericals in Quebec against a petition of a very large number of Ontarians. He asked in an unguarded moment if the Protestants in Quebec were accorded the same rights as the Catholics in Manitoba. The speaker told how he was charged with Tupper at bay for ten days, and finally succeeded in defeating the remedial bill and saving Manitoba.

Quebec Elections Coming. Montreal, July 5.—There is every indication that the provincial general elections will be held in Quebec by the end of September. Unusually activity is being displayed in the Liberal camp throughout the province, a very unusual thing for the heated term, while the general turn of the Liberal meetings are being announced with a good deal of regularity.

BIRTH. MAISONNEUVE.—Born on July 1st to Mr. and Mrs. Pauline Maisonneuve, a son.

Northern Hardware Company

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One packet has actually killed a beetle of flies.

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